2: Gamble S-5 (1926-1933)1954 AF12 North China AF12

stead of crossing it. If the grading was not too exact and some of the summer run-off stayed in the street, it would be still better for the feng-shui.

Except for the road from the station to the city and some of the main roads inside the city, Ting Hsien had no paved roads.

Open, springless, iron-tired carts made of date, locust, elm, and willow wood, with wheels 3′ 8″ in diameter, furnished a large part of the local transportation. Their cost ranged from $60 to $80. Other means of transportation were wheelbarrows, rickshas, pack animals, and human carriers. The charge for hauling by cart was $3.00 a day for a one-animal cart and $4.80 for a two-animal cart. This was about 60 cents per 100 catties, as the usual load, when the roads were dry, was about 500 catties for one animal and 800 catties for two. A day's trip was about 80 li. This made the charge per ton mile about 34 cents. For wheelbarrows the charge was about 80 cents per 100 catties per day's travel of 70 li, 50 cents per ton mile. For rickshas, which would carry about 200 catties, the charge was $2.00 per day or some 54 cents per ton mile. Pack and riding mules were rented for $2.00 a day. A day's trip was 80 li. Porters carrying 100 catties of goods charged $1.00 for a day's journey of 80 li, 57 cents per ton mile. Special mule carts for passengers cost $4.00 for a day's trip of 100 li.

General freight transportation was provided by five shipping companies and two mule suppliers.

Rickshas were reported to have first come to Ting Hsien in the 10th month of 1927. Then there were only three. In 1931 there were 79. Their cost ranged from $90 to $120. They rented for $4.00 or $5.00 a month.

The Peking-Hankow railroad furnished north and south rail transportation for passengers and freight. Tickets were first sold in Ting Hsien in 1900. There were three stations in the hsien about 10 miles apart. The one of Tinghsien, about six li from the city, was an express stop. In 1928 the railroad handled some 3,000,000 catties of cotton, 3,000,000 catties of pears, 1,500,000 catties of sesamum oil, 1,000,000 catties of peanuts, and 1,000,000 pieces of cotton cloth.

Five postal routes radiated from the city along the hsien roads. There were postal agents in the market towns and in some of the larger villages. In other villages the business was handled by a local store which received from $1.50 to $15.00 a month for its services. For most of them

2:Gamble S-5 (1926-1933) 1954 AF12 North China AF12

205 the amount was about $3.00 a month. Post office boxes were available in some of the stores for $1.00 and $2.00 a season.

206 Telegraph wires followed the railroad and were available for civilian use. Ting Hsien was a branch of the Paoting office. In the hsien the delivery fee for messages was 25 cents for 10 li. Messages going to adjoining hsien were sent through the post office.

There were four local telephone lines of from 18 to 30 li in length. The exchange had some 25 subscribers. Long distance calls were possible on the lines along the railway. The engineer was paid $20.00 per month. The two workmen received $14.00 and $11.00 per month.

377 A small generating plant supplied electric current to a few of the stores in the city. 1.

132 TABLE 114. TEMPERATURE AND PRECIPITATION, MONTHLY AVERAGES, 1927–1929[1]

	Temperature (Fahrenheit)			*Rainfall (millimeters)*
	Maximum	*Mean*	*Minimum*	
January	32.5	22.8	13.5	17.5
February	37.4	28.8	18.5	0.0
March	54.2	43.7	32.7	6.2
April	71.8	58.6	46.2	24.1
May	84.4	72.0	56.8	8.5
June	92.6	79.4	67.0	40.1
July	90.5	80.8	72.5	167.2
August	87.0	77.0	69.8	169.7
September	81.3	68.5	57.5	30.0
October	69.5	55.2	42.8	7.2
November	52.2	40.5	26.6	7.8
December	35.5	25.9	17.8	7.0
				485.3 (19.1 inches)

[1] From records of Hopei University, Paoting.

1 [i.e., Ting Hsien city -- Analyst]

4: Burgess E-4, 5 (1926-1927) 1928 AF12 North China AF12

671 (3) The reorganization of certain technical services of the government. There are 138 modern courts in China. These were praised highly by the Extraterritorial Commission. An excellent codification of Chinese laws is being drawn up by trained Chinese lawyers.

205 206 (4) A remarkable development of the postal and telegraph systems. "In 1911 the length of mail routes was about 120,000 miles. Now they cover more than 250,000 miles. The money-order business during this period has increased from about $6,000,000 in silver to more than $75,000,000. It is pointed out that this remarkable branch of government service is carried on almost exclusively by Chinese. Likewise, the telegraph service is now so organized that messages are received in many of the remotest parts of the Republic.

496 (5) There are 7,000 miles of railroads, and they are managed on the business side and on the technical side almost entirely by Chinese.

491 (6) Ten years ago there were scarcely any highways in China that could be used by motor cars. Now there are 10,000 miles of good roads.

625 (7) The growing efficiency of the police and street cleaning departments of many Chinese cities is a sign of progress.

744 (8) In Peking a beginning has been made in governmental public health activities. There is an epidemic prevention bureau which is embarking on the production of vaccines and serums, and an experimental public health demonstration center for one district of the capital.

654 (9) The remarkably efficient geological survey conducted by V. K. Ting is now shedding more light on the real mineral resources of China.

439 (10) The importations from foreign countries in 1880 amounted to about 80,000,000 taels ($111,111,111),[1] of

[1] The sign $ unless accompanied by the term "gold" is used in this study to designate Chinese currency. For exchange rates see pp. 63-64.

STORES

Ching Ho is near to Peping and messages and small 493
parcels can be more quickly delivered by bicycle then by cart. Of course, the bicycle cannot take the place of the cart for the transport of heavy baggage, but during recent years many carts have been siezed by the military authorities, and taxation has been so high, that the cart has become unpopular. Heavy goods are now transported chiefly by working teams of horse or donkey, fifteen stores having working teams to carry goods to and from Peping

TABLE XXVIII. COMMUNICATION FACILITIES IN THE STORES.

NO.	BICYCLES		CARTS.		WORKING TEAMS.	
	No. of stores.	No. of bicycles	No. of stores.	No. of carts.	No. of stores.	No. of temas.
1	37	37	1	1	6	6
2	4	8	1	2	2	4
3	0	0			2	6
4	0	0			5	20
5	1	5			0	0
Total	42	50	2	3	15	36

Other communication facilities include a second 205
class post office which does a considerable volume 206
of work, and a telephone service which can be connected with Peping, although only two stores have taken advantage of this facility. In addition to these 000